

* WRITTEN DECISION OF THE INTERNATIONAL SEARCH OFFICIALS

International application no. PCT/DE2004/001475

Field no. II : Priority

1. [X] The following document has not yet been filed:

[X] Copy of the earlier application whose priority has been claimed (Rule 43bis1 and 66.7(a)).

For this reason, it was not possible to test the validity of the claim of priority. Nonetheless, the decision was prepared under the assumption that the claimed priority date is the date in force.

Field no. V : Reasoned statement according to Rule 43bis1(a) (I) with regard to novelty, inventive step, and industrial applicability; citations and explanations supporting such statement

2. Statement

Novelty	yes: Claims 1-19 no: Claims
Inventive step	yes: Claims 14-17 no: Claims 1-13, 18, 19
Industrial applicability:	yes: Claims 1-19 no: Claims

Citations and explanations:

see appended sheet

**WRITTEN DECISION OF THE INTERNATIONAL SEARCH OFFICIALS
(APPENDED SHEET)**

International application no. PCT/DE2004/001475

Concerning point V

**Reasoned statement according to Article 35(2) regarding
novelty, inventive step and industrial applicability;
citations and explanations supporting such statement**

Reference is made to the following documents:

D1: US2003/0051530A

The present application does not meet the requirements of Article 33 (1) PCT, because the subject matter of Claims 1 and 8 is not based on an inventive step in the sense of Rule 33 (3) PCT.

Document D1, which is regarded as the closest prior art, discloses (see paragraph 4-6, 21, 22):

A safety device, and method steps for activating this device, for motor vehicles, that can be activated upon an impact of a vehicle against an obstacle, having:

combinations of sensors (paragraph 5, lines 4-5), including

- a) first sensor means (paragraph 4, 5) for acquiring the vehicle impact and for outputting first sensor signals;
- b) a control device (4, 7) for outputting triggering signals dependent on the first sensor signals; and
- c) a restraint system (11) that is triggered dependent on the first sensor signals 2), for protecting the vehicle's occupants during the vehicle impact, the safety device further comprising:

- d) second sensor means (ultrasound sensor, paragraph 5) for acquiring obstacles in the vicinity of the vehicle and for outputting second sensor signals;
- e) third sensor means (temperature sensor as impact sensor, paragraph 21) for acquiring environmental influences on the second sensor means (ultrasound sensor, paragraph 5) and for outputting third sensor signals dependent on the environmental influences (paragraph 6, lines 1-6), the second sensor signals, outputted by the second sensor means (ultrasound sensor, paragraph 5), being used for the decision concerning the triggering of the restraint system (11) after an evaluation in the control unit (4, 7) of the third sensor signals outputted by the third sensor means (temperature sensor as impact sensor, paragraph 5).

2. Claims 2-7 and 9-13, 18, 19 are dependent on Claim 1 and 8, and contain no features that, in combination with the features of any Claim on which they are dependent, fulfill the requirements of the PCT with respect to inventive step.